

# IDAHO AVIATION REPORT

VOLUME 37, NO. 3

SUMMER 1991

## AVIATION FUEL TAX INCREASES

The Idaho Legislature passed a bill which increases Idaho's per-gallon tax 2¢ on avgas and 1¢ on jet fuel. Both fuels are now taxed at 3½¢ per gallon. The increase takes effect the first of July, and is expected to generate nearly \$300,000 additional revenue annually.

The Bureau of Aeronautics will devote the revenue increase to its airport development program. For a listing of the projects funded by this program, see "Aero Board Approves 1992 Airport Grants" on page 7.

The legislation began as a one cent across-the-board increase on both avgas and jet fuel; however, opposition by the airlines resulted in the 2¢/1¢ version which eventually passed. Both versions of the bill had good support by pilots and aviation organizations in the state, and active support was given by the NBAA and Idaho-based Empire Airlines.

The principal concern of the airlines was the airport assistance program,  
See page 9



*The Blue Angels are bringing their show to Boise.*

## BLUE ANGELS COMING TO BOISE

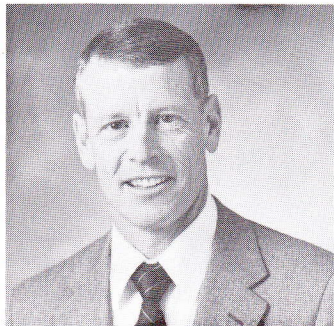
The 1991 Air National Guard Airshow and Open House will be held at Boise's Gowen Field on June 29 and 30. Highlighting the event will be daily performances by the Navy's Blue Angels. Static displays of aircraft from all military services will be featured, as well as Army and National Guard military hardware. The RF-4C operations and maintenance facilities of the Air Guard will also be open for visitors.

The event is held in conjunction with the city's first annual Boise

River Festival. Visitors flying in may expect some restrictions to their parking and flight line access. Also, the airport will be closed during aerial performances. Plan ahead by contacting one of the airport's FBO's or the Boise airport manager, telephone 383-3110.



# CHIEF'S BRIEF



Bill Miller

## Funding Legislation Passes

The Idaho Legislature recently approved an increase in Idaho's aviation fuel tax. The increased revenues will help repair and improve Idaho's airports; see two related stories in this issue.

The passage was due largely to help from individual pilots, aviation organizations, airport operators, and others who recognized that there is "no free lunch." We all owe special thanks to Mel Spelde of Empire Airlines, the officers of the Idaho Aviation Association, members of several other aviation organizations, and all of you who contacted your legislators, and most of all, thanks to Joe Corlett and Marv Gregersen for their testimony and legislative liaison at the statehouse

## Idaho

### Transportation Department

Governor CECIL D. ANDRUS  
Director KERMIT KIEBERT  
Chief of Aeronautics WILLIAM MILLER

Aeronautics Advisory Board  
Chairman H.P. HILL  
Member WILLIAM PARISH  
Member HARRY MERRICK

Bureau of Aeronautics  
3483 Rickenbacker Street  
Boise, ID 83705  
(208) 334-8775

during the Session.  
Truly a team effort!

## Volunteers Alive and Well

An idea which began with volunteers helping with individual airport work projects has grown into an adopt-an-airport program. Flying clubs or other groups "adopt" state airfields by helping with upkeep, improvements, and promotion. These groups receive no compensation; however, a sense of pride and involvement in their airport system is a key benefit.

So far, 11 of your 29 state airports are planned for adoption.

## Aviation Organizations Needed

Why are aviation organizations needed? To affect the decisions on the future of aviation. There are a host of factors that aviation must deal with – regulations, airspace, taxation, environment, aircraft equipment – to name only a few. National-level organizations **CANNOT** always be relied upon to help when Idaho has unique aviation problems. However, well-organized groups representing the various interests of Idaho aviation **CAN** be effective.

Some other states have also taken one additional step by organizing their separate organizations into single bodies. The purpose of such a body is to consider and act on issues that affect the individual organizations, thus providing mutual support and amplifying the effectiveness of effort.

Those of you who comprise a separate "interest" should consider banding together. The Bureau is available to help in any way we can.

# SEARCH AND RESCUE RECORDS SOBERING

According to the available records related to search and rescue activities conducted by the Bureau for the past eleven years, you can expect to read about a lost, missing or crashed aircraft in Idaho 22 times this year.

That number reflects an average of the total number of events that occurred in Idaho from 1980-1990. Some other sobering statistics for the year are:

- There will be 6 air searches
- Of the 22 lost, missing or crashed aircraft, 21 will be found
- 4 of these aircraft will have filed a flight plan
- ELT signals will help locate 4 of the aircraft
- 12 lives will be lost
- 4 accidents will involve adverse weather
- 1 accident will have mechanical cause factors
- 2 Ag aircraft will be involved
- 1 accident will occur while on a game spotting flight
- 1 aircraft will run out of fuel
- 6 accidents will be due to loss of control during take off or landing
- 1 of the pilots will be in student status
- 14 of the 22 pilots involved will be Idaho residents

Some of the other pertinent stats indicate that most of our accidents will occur during the summer to early fall time of year.

One element that seems fairly constant is that weather-related crashes are fairly evenly spread throughout the year. That may be attributed to the fact that many of the backcountry events involve bad weather or high density altitude problems due to temperature.

No single aircraft type stands out over any of the others. The aircraft most popular among owners and operators in this area are well represented. Homebuilt and kit aircraft also rank in the top 10 accident aircraft.

These figures are meant to get your attention focused on the idea that flying in Idaho can be safer than it has been. The decisions you make when you prepare for flight and while you are flying are the keys to safety.

You must make the emotional decision that it can happen to you, then take the steps necessary to make sure it doesn't.

Know your aircraft capabilities and be realistic about your own skills in the equipment you're operating. The margin of safety you build in on any given flight may well determine the outcome of the statistics for the next review.



# NEW IDAHO PILOTS

Name	Date	Rating	CFI
Robert Gerrie	12-90	Private	Jean Seiber
Shane Webster	1-91	Private	Jean Seiber
Gary Frosie	12-90	Private	Robert Roberts
Jeff Klassen	7-90	CFII	Martin Farmer
Tom Broughall	6-90	Private	Martin Farmer
Scott MacButch	6-90	Private	Allan Gliege, Jr.
Terry Hagel	6-90	Private	Jeff Klassen
John Bohler	7-90	Private	Bill Lane
Brian Handy	7-90	Private	Jeff Klassen
Michelle Michael	8-90	Private	Allan Gliege, Jr.
Scott Branson	8-90	Instrument	Jeff Klassen
Tate Bernier	8-90	Commercial	Allan Gliege, Jr.
Kade Krause	6-90	Multi-Comm.	Jeff Klassen
Kurt Chesley	8-90	Multi-Comm.	Jeff Klassen
Kurt Chesley	2-91	CFII	Jeff Klassen
Ross Merrill	7-90	Multi-Comm.	Jeff Klassen
Ken Salzman	1-91	Private	Bill Lane
Bonnie Matthews	1-91	Private	Bill Lane
Eric Gilman	2-91	Commercial	Melvin Wagoner
Paul Tremblay	2-91	Private	Jean Seiber
Graham Crowe	4-90	Private	George Crowe
Nathan Pickens	8-90	Private	George Crowe
Chet Pitkin	9-90	Sel	George Crowe
Alen Yarrington	4-91	Private	George Crowe
Joe Simon	4-91	Private	George Crowe
Lee Smith	10-90	Private	George Crowe
Tom Miller	11-90	Private	George Crowe
Scott Turo	12-90	Private	George Crowe
Ron Geertson	2-91	Private	George Crowe
Jeff Oviatt	3-91	Private	George Crowe
John McBean	4-91	Private	George Crowe
Ken Kaae	4-91	Private	George Crowe

## CASCADE RESERVOIR AIRPORT REOPENING

The Bureau of Aeronautics for three years has been working to reactivate the Cascade Reservoir airstrip. Located on the eastern shore of Cascade Reservoir, the airport was closed in the early 1970s because of a property dispute. Since 1988, pilots, organizations and the Bureau have been actively seeking to reopen the strip.

A recently-prepared Bureau of Reclamation management plan listed airstrip reactivation as one of its recommended recreation sites for the Reservoir. Many pilots and organizations sent written comments to Reclamation supporting the reactivation, but expressing concerns over delays while wildlife studies of the site are conducted.

In early April the Bureau and the Idaho Aviation Association representative met with the Fish and Wildlife Service and Reclamation to discuss the wildlife issues associated with the airport. We agreed that the airport could be reopened while the wildlife studies are being conducted. Therefore, the only remaining potential for delay is the speed with which the Bureau of Reclamation reaches agreement with the site's land tenant.

We will keep you informed of our progress.

# SELWAY-BITTERROOT WILDERNESS UPDATE

The 1990 winter issue of the "Idaho Aviation Report" contained an insert publication provided by the Forest Service. This "fact sheet" summarized the proposed airfield management plans recommended by the LAC Task Force.

A number of concerned aviators responded to the proposal.

The LAC Aviation Subcommittee met at the Fenn Ranger Station on March 18, 1991 to address the concerns. The meeting was attended by several north Idaho and eastern Washington pilots.

The attendees voiced the following concerns, listed here in rank order:

1. Appropriate use of wilderness airports
2. Education program
3. Landing fees (tied with 2.)
4. Permits
5. Accuracy of data collection
6. How to reduce non-wilderness dependent use
7. Damage to facilities from other users

The committee reached a consensus on the above concerns, with the following recommendations to be made to the LAC Task Force:

1. Federal airports will function as internal portals for users pursuing wilderness-dependent activities.
2. A pilot education program will be the primary tool used to elicit appropriate use.
3. Landing fees and a permit system will only be considered as a "last resort" if education efforts do not produce the desired type and level of use.
4. Data will be collected from wilderness users to determine type and level of aviation use at wilderness airports. Data collection will initially be done through a two year voluntary user registration program. A mandatory registration program would then be considered if the voluntary program did not produce the desired results.
5. A reduction of non-wilderness dependent use will be attempted through the pilot education program and the promotion of non-wilderness airports for recreational purposes.
6. The Forest Service will attempt to make timely repairs to airport facilities, regardless of the source of damage. They will also evaluate their own current activities in order to reduce airport facility damage.

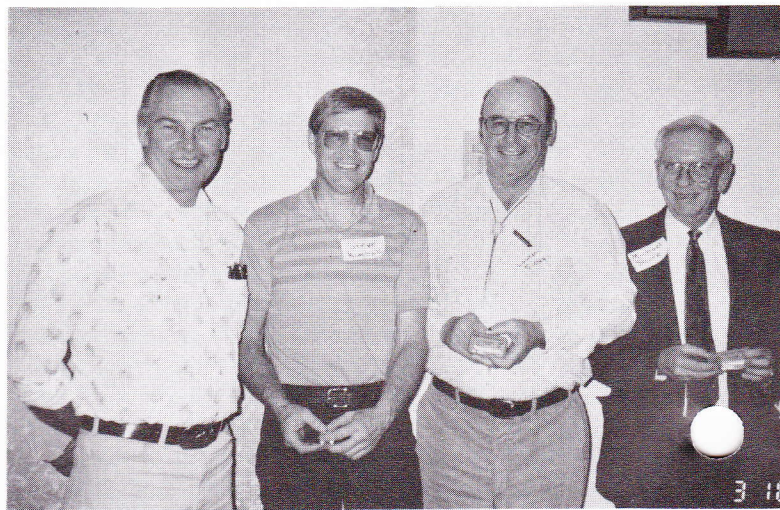
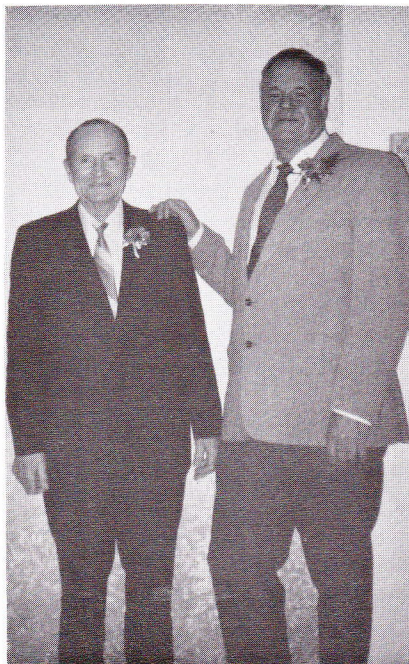
The issue of "level of use" and airport campground facilities were also discussed. The committee decided that the interim level of use through the study period would be the average air traffic for the last 15 years for Moose Creek. A four year traffic data collection would be initiated to determine a use standard for Shearer and Fish Lake.

A consensus was not reached on the campground facilities issue, nor were interim measures identified. No time remained to discuss other concerns identified. The meeting was adjourned.

We will keep our readers informed of the results of future meetings and proposals.



# SAFE PILOT AWARDS DRAWS BIG CROWD





# 1990 IDAHO SAFE PILOT RECIPIENTS

## **One Year**

Donald Andersen – Hayden Lake  
Dorothy Galloway – Pocatello  
Merlin L. Guth – Salmon  
Terrance Hagel – Pocatello  
Robert L. Hatten – Boise  
James Herbert – Hailey  
James E. Herrud – Eagle  
Clifford LeMaster – Boise  
Daryl E. Linde – Nampa  
Jason Martell – Caldwell  
Milton Nodacker – Buhl  
David J. Pursell – Mtn. Home  
Jay H. Smith – Kimberly  
Eric Thomas – Boise  
Cecil D. Thorpe – Coeur d'Alene  
Gary Towle – Tucson, AZ  
Greg Urbany – Bellevue  
Jerry Bruce Walton – Pocatello  
Steve Zimmerman – Caldwell

## **Two Years**

Dale E. Adams – Buhl  
James F. Bell – Idaho Falls  
Ronald W. Goin – Idaho Falls  
Dennis D. Hain – Meridian  
Craig Harm – Mtn. Home AFB  
Amy L. Hoover – Salmon  
Lynn Lundstrom – Boise  
Margaret A. Luther – Menan  
Charles K. Major – Twin Falls  
Matthew J. Meacham – Lapwai  
Michael I. Nickerson – Post Falls  
Robert Patmont – Ketchum  
Bill Paul – Twin Falls  
Jim Routt, Jr. – Hagerman  
Jeffery D. Staffon – Idaho Falls  
Charles E. Thomas – Emmett  
Mark D. Wiars – Boise  
Dan Zaccanti – Athol

## **Three Years**

Eric L. Johnson – Boise  
Kurt C. Larson – Boise  
Jon R. Maakestad – Tucson, AZ  
Michael D. Marquette – Chubbuck  
Steven G. Millard – Payette

David S. Pifari – Boise  
John C. Roberts – Buhl  
Dave Splan – Boise  
Frederick E. Templeton – Boise  
Sandra J. Templeton – Boise

## **Four Years**

Robert A. Benner – Meridian  
Jerry L. Booth – Meridian  
William E. DeSimas – Osburn  
Michael G. Foley – W. Richland, WA  
Glenn Kitselman – Coeur d'Alene  
Roger J. Munson – Boise  
Michael E. Nitzel – Idaho Falls  
Pam Penkoff – Hailey  
Gail Rew – Hailey  
John I. Sackett – Idaho Falls  
Richard Skinner – Hayden Lake  
Steve Soper – Rathdrum  
Richard H. Torgerson – Boise  
Mike Weiss – Boise

## **Five Years**

Rick Drake – Boise  
Greg Farris – Issaquah, WA  
James Claude Gibson – Pinehurst  
Richard Grantham – Bonners Ferry  
Charles W. Lewis – Pocatello  
Daryl Linde – Nampa  
Jack B. Northcott – Hailey  
James E. Perkins – Boise  
Jim Thorpe – Coeur d'Alene

## **Six Years**

George Barnhart – Post Falls  
Robert F. Blaha – Eagle  
Mark Doerr – Twin Falls  
Robert J. Gillespie – Twin Falls  
John W. Glick – Fairfield  
Lawrence LaRue – Wendell  
Matt Sheehan – Boise  
Erle Michael Shore – Caldwell

## **Seven Years**

William A. Bruce – Blackfoot  
Thomas F. Dixon – Meridian  
Lawrence M. Finney – Emmett  
Nancy B. Longwith – Idaho Falls  
James R. Marcoux – Buhl  
John M. Ohman – Idaho Falls

## **Eight Years**

Steven C. Kimball – Boise  
Craig C. Nichols – Pocatello  
Elizabeth Jane Parker – Pocatello

Ray Wallace – Meridian  
Michael Wheeler – Declo  
E.S. Zenonian – Boise

## **Nine Years**

Milton E. Blatter – Soda Springs  
William S. Hildreth – Blackfoot  
Jim Hoag – Twin Falls  
Kristen R. Houchin – Boise  
Robert Norris III – Howe  
Berton P. Olsen – Caldwell  
S. Jean Seiber – Rexburg  
Robert H. Zufelt – Boise

## **Ten Years**

Berty C. Bailey – Coeur d'Alene  
Garry Merritt – Salmon  
Carl Tiede – Nampa

## **Eleven Years**

Glenn R. Combs – Salmon  
Stanley O. Johnson – Idaho Falls  
Marilyn J. Miller – Twin Falls  
James D. Petree – Peck  
John W. Pickerill – Boise  
Ellis M. Vawter – St. Maries  
Richard J. Wagner – Idaho Falls  
Dennis F. Wollen – Boise

## **Twelve Years**

Robert D. Glaisyer – Boise  
Edward W. Laird – Rigby  
Karen R. Marchbanks – Boise  
Phil Spessard – Boise  
Jerome W. Terlisner – Boise

## **Thirteen Years**

Jerry Frederick – Nampa  
Max Fretz – Nampa  
Raymond Funk – Aberdeen  
Douglas J. McFall – Idaho Falls  
Clifford W. Mitchell – Glenns Ferry  
E. Lee Schlender – Hailey  
Kevin F. Trainor – Twin Falls

## **Fourteen Years**

Kenneth R. Burns – Spirit Lake  
Robert H. Creighton – Boise  
Buford W. Haff – Idaho Falls  
Arlon D. Hibbert – Pingree  
Dean Kidd – Meridian  
Frank Kruesi – Boise  
Randy Luke – Rexburg

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### ***Fifteen Years***

Bradley Brummett – Boise  
Randall Max Gibson – Blackfoot  
Martin M. Koch – Caldwell  
Paul E. LaBeck – St. Anthony  
Gerald D. Sherman – Clark Fork

### ***Sixteen Years***

Donald M. Ellsworth – Idaho Falls  
Dan Neu – American Falls  
Richard N. Price – Blackfoot  
Joseph H. Terry – Boise  
Jim Trounson – Boise  
Vic Walters – Coeur d'Alene

### ***Seventeen Years***

Donald R. Bjornson – Idaho Falls  
David H. Napper – Idaho Falls  
Dennis C. Scifres – Boise

### ***Eighteen Years***

John Forsythe – Boise  
Ervin G. Healy – Caldwell  
D. George Hobson – Boise  
Daniel J. Hutchison – Boise  
Guy J. Terrill – Dillon, MT

### ***Nineteen Years***

Glen D. Fairbanks – Twin Falls  
Larry Hettinger – Meridian  
Hans Kuhr – Boise

### ***Twenty Years or More***

Mark W. Anderson – McCall  
Zan Aslett – Ririe  
Robert L. Bruneel – Jackson, WY  
Keith L. Duffin – Aberdeen  
Connie Ganiere – Roanoke, TX  
Allan C. Gliege – Pocatello  
John W. Goostrey – Boise  
Michael W. Haney – Boise  
William T. Hill – Kimberly  
Marcus R. Hoff – Idaho Falls  
Paul W. Jensen – Pocatello  
Lester P. Johns, Jr. – Meridian  
Jim Jorgensen – Rigby  
Ross M. Randle – Twin Falls  
A.H. Sickinger – Chubbuck  
Leo Stokesberry – Filer  
Dales Thomas – Gooding  
Frank L. Thompson – Weiser  
Lawrence M. Velasquez – Boise  
Roger D. Vincent – Filer  
William F. Whittom – Rupert

### ***Quarter Century or More***

Joy Aslett – Jerome  
Max N. Berry – Boise  
Gladys Buroker – Athol  
Allen B. Gayle – Boise  
Marvin D. Gregersen – Boise  
Norman H. Guth – Salmon  
Eldon C. Hart – Rexburg  
James H. Howell – Post Falls  
Forrest P. Hymas – Jerome  
Alan Kimball – Bonners Ferry  
C.R. "Bob" King – Boise  
Nep A. Lynch – Salmon  
Harry R. Merrick – Twin Falls  
William Scherer – Ontario, OR  
Eugene R. Soper – Athol  
Robert G. Squire – Buhl  
James E. White – Clark Fork  
Jerry Wilda – Caldwell

### ***2,500 Helicopter Hours***

Dominique L. Bird – Sandpoint  
James P. Moulton – Albuquerque, NM  
Johnny G. Stewart – Ahsahka  
Gary Tragesser – Moscow

### ***5,000 Helicopter Hours***

Terry E. Beeler – Elk City  
Bert Bollar – Boise  
David D. Walton – North Fork

### ***Quarter Century and 7,500 Helicopter Hours***

Rollin A. Hatfield – Meridian  
Ronald Young – Eagle

### ***One Million Miles or More***

Richard L. Blackburn – Pullman  
Bert Bollar – Boise  
Chet Bowers – Boise  
Lyn Clark – McCall  
Omar W. Fricke – Meridian  
Ray C. Glidden – Boise  
David R. Hedditch – Pocatello  
John Maakestad – Boise  
Robert A. MacKinnon – Pocatello  
Patrick T. Peterson – Boise  
Gayle W. Sewell – Boise  
Dennis A. Teal – Tensed  
Jay Thompson – Morgan, UT  
Gary Tragesser – Moscow  
Richard K. Williams – Boise

### ***Two Million Miles or More***

Harold L. Hollenbeck – Boise  
Jeffrey C. Thayer – Boise

### ***Three Million Miles or More***

Mark Allen Leming – Florence, KY  
Robert D. Patrick – Emmett

### ***Quarter Century and More Than One Million Miles***

Warren Barry – Twin Falls  
Gilbert Breeding – American Falls  
Robert E. Clayton – Idaho Falls  
Rollin A. Hatfield – Meridian  
Chuck Logan – Boise  
Dick Reeder – Twin Falls  
Robert G. Stevens – Ketchum  
Ross Wynn – Ashton  
Clint Yates – Council

### ***Quarter Century and More Than Two Million Miles***

Charles L. Gandy, Jr. – Boise  
Thomas F. Hill – Grangeville  
Robert R. Jones – Idaho Falls  
Robert G. McLellan – Boise  
William C. Miller – Boise  
Jay L. Morris – Emmett  
John W. Taylor – Boise

### ***Quarter Century and More Than Three Million Miles***

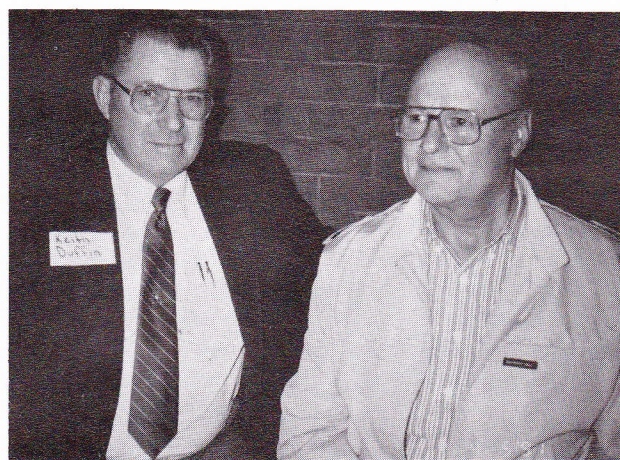
Jimmie L. Conder – Filer  
James R. Hetherington – Boise  
James Patrick Moore – Eagle  
Stuart C. Peterson – Boise  
Michael Wiscombe – Boise

### ***Half Century and More Than Three Million Miles***

James C. Larkin – Boise  
John W. Pennington – Weiser



# ARDS BANQUETS VODS STATEWIDE





# CALENDAR OF EVENTS

Date	Activity	Location	Contact/ Time
<b>June</b>			
1	Chamberlain Work Day	Chamberlain A/P	Joe Corlett 336-1097
5	FAA Brown Bag	FAA - Boise	John Goostrey 334-1238
6	Valley Flying Club Meeting	Aeronautics	Randy Wright 322-5419
6	EAA 103		Bill Clark 454-5705
6-9	Challis Mtn. Flying Seminar	Challis, ID	Bob Plummer 879-2364
8	Appreciation Day Mtn. Home AFB Open House	Mtn. Home, ID	Public Affairs Office 828-6800
8	99's Meeting	McCall, ID	Anita Lewis 384-5376
14-17	Top Fun Flyers Alvord Desert Ultralight fly-in		Rob Allen 345-7282
15	Cold Meadows Work Day		Joe Corlett 336-1097
15	EAA 103 Meeting	Ontario, OR	Bob Leder 452-3414
20	EAA 103 Board Meeting	Dick Strawn's	Bill Clark 454-5705
27	Top Fun Flyers	Round Table Pizza, Meridian	Rob Allen 345-7282
29-30	Gowen Field Air Show Blue Angels	Boise	Col. Kauffman 389-5815
<b>July</b>			
3	FAA Brown Bag	FAA - Boise	John Goostrey 334-1238
4	Valley Flying Club Meeting	Aeronautics	Randy Wright 322-5419
4	EAA 103 Meeting		Bill Clark 454-5705
4-7	Rutan Builders	Jackpot, NV	Shirl Dickey (602) 231-7251
4-7	Grand Teton Hot Air Balloon Race	Driggs, ID	Cham. of Com. 354-2500
5-7	5th Annual Family Fly-In	Kalispell, MT	J. Maakestad 334-8775 J. Goostrey 334-1238
10-14	NW EAA Fly-In	Arlington, WA	Bill Clark 454-5705
13	99's Dance	Caldwell, ID	Anita Lewis 384-5376
18	EAA 103	Bill Clark's	454-5705
20	EAA 103	Ontario, OR	Bob Leder 452-3414
25	Top Fun Flyers Meridian, ID	Round Table	Rob Allen 345-7282

25	Top Fun Flyers Meridian, ID	Round Table 345-7282	Rob Allen
26-Aug 1	39th Annual EAA Fly-In	Oshkosh, WI	John Burton (414) 426-4800

## August

1	Valley Flying Club	Aeronautics	Randy Wright 322-5419
1	EAA 103 Meeting		Bill Clark 454-5705
3	NW Gathering of Warbirds	Aviation Museum Caldwell, ID	John Paul 454-2854
7	FAA Brown Bag	FAA - Boise	J. Goostrey 334-1238
10	99's "Return to Paradise"	Fairfield, ID	Anita Lewis 384-5376
10-11	Pocatello Air Show	Pocatello, ID	K.C. Felt 234-0251
17	EAA 103 Meeting	Ontario, OR	Bob Leder 452-3414
22	EAA Board Meeting	Bob Benners	
29	Top Fun Flyers	Round Table Meridian, ID	Rob Allen 345-7282

## AERO BOARD APPROVES 1992 AIRPORT GRANTS

The Idaho Aeronautics Board approved a list of seventeen state grants to municipal airports for FY 1992 totaling \$299,437. Those projects marked with an asterisk provide match for FAA-funded improvements; the others are projects with costs shared equally by the Bureau and the local airport authority.

Airport	Description	Grant Amount
Miscellaneous	Inventory restock/small	\$ 10,000
*Rexburg	Reconstruct runway	34,500
*Jerome	Rehabilitate runway, apron, and taxiway	7,600
*Challis	Expand apron, construct partial parallel taxiway, sealcoat runway	13,853
*Craigmont	Acquire land and design	6,080
Emmett	Extend and widen runway	25,100
American Falls	Overlay ramp	9,000
Emmett	Medium intensity runway lights	25,000
Priest River	Overlay ramp	8,334
Rigby	Rehabilitate runway and fence	6,000
Cascade	Extend runway lights	8,000
*Nampa	Master Plan and Environmental Assessment	2,500
*Soda Springs	Site Selection, Master Plan, and Environmental Assessment	3,000
*Mountain Home	Partial parallel taxiway, obstruction removal, and fence	30,580
*Burley	Resurface runways, apron, and tie-downs, relocate lights runway 6-24	51,890
*Rexburg	Acquire land, construct bridge	55,000
<b>TOTAL</b>		<b>\$299,437</b>



## FIRE SEASON WILL IMPACT AIRSPACE

We are approaching another summer fire season which may impact airspace users in some of Idaho's favorite scenic flying areas.

Any significant fire will result in reduced visibilities and Temporary Flight Restrictions (TFR), which cause major inconveniences and some danger to Idaho aviators. In the past there have been problems with near-misses between Forest Service, news media, and sightseeing aircraft.

In view of these incidents it is clear that TFRs are necessary to provide a safe environment for forest service aircraft involved in fire suppression efforts.

The Forest Service does not request TFRs unnecessarily. If a TFR has been established, pilots can assume that an intensive firefighting effort is in progress and many aircraft are involved.

The exact size and location of TFRs can be obtained from the nearest FAA Flight Service Station. A review of FAR 91.137 will describe the exact limit of the TFR and the procedure for operation within the area.

Remember, TFRs are established for the safety of all, not just the Forest Service.

## IAA PRESIDENT OUTLINES PLANS

The Idaho Aviation Association (IAA) Board of Directors elected new officers at the Coeur d'Alene meeting on Saturday, March 23, 1991. The new officers are Carlyle W. Briggs, P.E., President, Boise; Paul LaBeck, Vice President, St. Anthony.

Vic Lewis of Boise volunteered to assume the duties of Secretary/Treasurer. Anita Lewis will continue to publish the "IDAHO FLY LINE" until someone volunteers to take that job over.

A new organization has many new things to start and establish. Goals and objectives were discussed. They will be published in the IAA monthly newsletter, IDAHO FLY LINE, and members will be asked to assign priorities to the things they think should be done first.

It appears that at least a dozen or more standing committees should be appointed to continuously monitor and report on various organizational activities. Sub-committees and special committees will be appointed to research and advise on special issues which arise from time to time.

The IDAHO FLY LINE will be our main method for informing members of what is going on in the various areas in Idaho and the surrounding states. It will contain sections every month on such things as meeting notices, financial reports, training sessions, new publications, and legislative reports.

A special effort will be made to publish excerpts sent in by each Chapter and District meeting. Special feature articles are being solicited from anyone in the aviation industry, and we hope to be able to publish letters to the editor.

This coming year promises to be a very busy one, and it is hoped that all members and others in the aviation industry will respond to help make your statewide aviation organization useful and valuable to yourself and others.

We invite anyone in the aviation industry who is not now a member, to join (\$20.00 per year) and help IAA do things for your benefit.

—Carlyle Briggs

## DESERT STRIPS WILL STAY OPEN

In our winter issue of the Report, we asked pilots for their views on continued operation of three of the Bureau's emergency airfields in the desert west of Idaho Falls/Pocatello. Maintenance costs and low usage levels were factors which raised the question: "Should Hollow Top, Cox's Well, and Bear Trap airfields remain open?"

Your responses overwhelmingly favored continued operation. Accordingly the Idaho Aeronautics Board has agreed that upkeep and operation of these airfields will continue.

## GRANT POLICY IS REVISED

At its April 10th meeting, the Idaho Aeronautics Board changed the airport assistance policy to reflect concerns raised during the legislative debate on the Aeronautics Funding Bill. The Board decided to allocate 15% of the grant program annually to air carrier airports which request assistance, with each grant limited to \$10,000. Idaho currently has eight air carrier airports.

## FUNDING

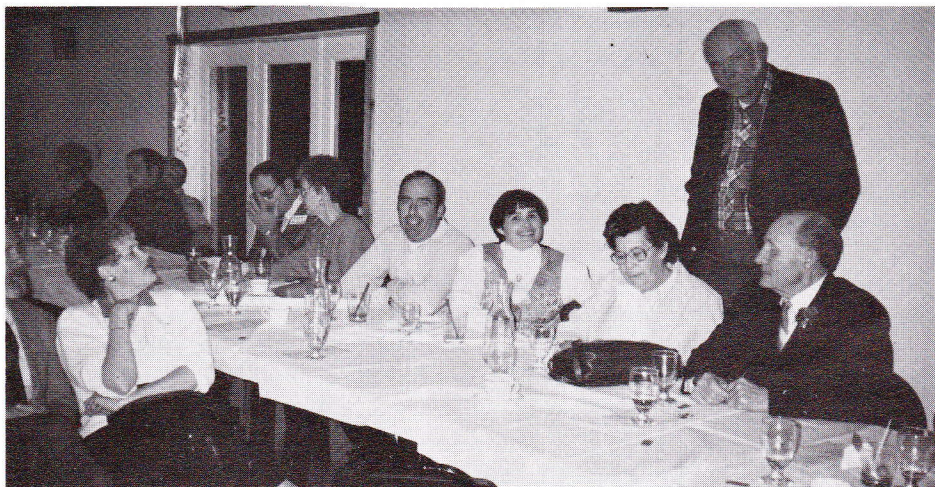
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which they felt had not been returning enough funds to the air carrier airports. This situation has already been addressed by the Idaho Aeronautics Board, see "Board Revises Grant Policy," story above.

## FAA FACILITY ACTIONS

Location	Facility	Remarks	Effective
Boise	Automated FSS	Scheduled Commissioning	04-91
Lewiston	REIL Runway 08	Scheduled Commissioning	07-91
Ontario	REIL Runway 32	Scheduled Commissioning	07-91
Rexburg	REIL Runway 35	Scheduled Commissioning	07-91
Twin Falls	REIL Runway 07	Scheduled Commissioning	07-91





*The safe pilots swapped stories after one of the statewide banquets.*

## SAFE PILOT AWARDS BANQUETS DRAWS BIG CROWDS STATEWIDE

Attendance at the five banquet locations around the state for the 1990 Safe Pilot Awards topped 400, an increase of more than 33 percent over last year's participation.

Awards for meeting the criteria for the program were presented to 237 aviators, and included 50-year awards given to Jim Larkin of Boise and John Pennington of Weiser.

These numbers show positive gains in the number of people who want to take part in this important program. The thirteen percent growth in the number of pilots eligible for the award bodes well for the overall safety in general aviation activities in Idaho.

We, of course, are very pleased with the response we've received from all of you in support of the program and the banquets. Local area merchants at each banquet site have been especially generous when asked to donate merchandise or services for door prizes.

This year's guest speaker, Jim Trounson, has amazed everyone with the story and slides of the 1990 World Vintage Air Rally. The flight from London to Brisbane, on its own merit, is a real tribute to the indomitable spirit of man. The individual stories that developed from the adventure added the element of human emotion to the saga.

Jim's willingness to step forward and volunteer his time and resources was appreciated and well received by each audience.

Looking ahead to next year, we are proposing to depart somewhat from the

format of the past two years. We have made some preliminary inquiries with Cactus Pete's marketing office, to find out what could be done to hold a statewide event in Jackpot.

We know there are some downsides inherent in this proposal. However, the opportunity to assemble a group from the entire state has great appeal for most of the people who have commented.

We encourage you to let us know what you think about having an event like this. Talk to your friends, then call or write to support or protest. We also encourage alternate proposals.

This is another opportunity for you to demonstrate the power of participation. Let us know what you think.

Idaho Bureau of Aeronautics  
3483 Rickenbacker Street  
Boise, ID 83705

(ADDRESS CORRECTION REQUESTED)

## BOISE AUTOMATED FLIGHT SERVICE HAS NEW SYSTEM

The purpose of this update is to inform pilots of our new Integrated Communication Switching System (ICSS) which will be in operation approximately June 18, 1991. At that time, Boise Flight Service Station will become Boise Automated Flight Service Station.

Our location has not changed. We are at the Boise Municipal Airport, 3975 Rickenbacker Street, Boise, Idaho 83705. Burley, Idaho Falls, Spokane and Walla Walla FSSs will continue to operate until approximately December 1992. At the time of their closures, Boise AFSS will be the Flight Service Station for all of Idaho.

We in the Flight Service are totally committed to your Preflight, Inflight, and Post-flight needs. 1-800-WX-BRIEF (1-800-992-7433) provides the pilot with three paths to obtain AFSS services, a Fast File flight plan system, and access to a professional pre-flight weather briefer.

Administrative Telephone Number (208) 334-1704  
Office Hours 7:30 am to 4:00 pm, Monday-Friday.

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